

The Hong Kong Telegraph.

No. 117.]

HONGKONG, FRIDAY, OCTOBER 28TH, 1881.

[PRICE—\$16 PER ANNUM.]

Shipping.

FOR MANILA (DIRECT).

THE Spanish Steamer "EMUY," Captain Blanco, will be despatched for the above Port TO-DAY, the 28th instant, at 5 p.m.

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REMEDIOS & Co.
Hongkong, 25th October, 1881.

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J. M. GUEDES, Jun.
Hongkong, 3rd October, 1881.

TO LET.

HOUSES at SPRING GARDENS.
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F. PEREIRA.
215, Wanchai Club.
Hongkong, 7th September, 1881.

Intimations.

TUITION IN THE FRENCH LANGUAGE,
by Monsieur LOUIS PIRON, aîné;
SINGING (CULTURE OF THE VOICE)
by Monsieur EUGENE PIRON, jeune.
44, Queen's Road.
Hongkong, August 30th 1881.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAIR & SONS'
Merchant Navy }
Navy Boiled } CANVAS.
Long Flax }
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ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

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CAPITAL PAID-UP..... 3,750,000 Francs.

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Hongkong, 15th June, 1881.

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Intimations.

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Hongkong, 27th October, 1881.

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GENUINE HAVANA CIGARS.

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SATIN, SILK, AND GAUZE DRESSES.
A variety of Richly TRIMMED
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GOWNS.

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An assortment of Fine FRENCH
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Ex recent Mail Steamers.
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RIBBONS and SASHES of every
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Hongkong, 15th June, 1881.

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Action, Twist Barrels, side-action
Locks; in leather case, with Shot,
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WANCHAI.

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AND LUMBER
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HUMPHREYS & Co.

W. G. HUMPHREYS.
Bank Buildings,
Hongkong, 1st October, 1881.

NOTICE.

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Marine Lot 65, Prayer East, and ad-
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For the MEEKER Godown Co.
J. M. GUEDES, Jun.
Hongkong, 3rd October, 1881.

Intimations.

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Opticians.
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and EYE GLASSES, in great
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N.B.—Watches carefully repaired
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New Black Dress Silks.
Dress and Millinery Satins.
Coloured Plushes and Rozelles.
Ladies' and Children's Marino Hose.
Two, Four, Six, and Eight Button Kid
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Ladies' Braided and Embroidered Felt
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Scotch Plaids in every Pattern.
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Hongkong, 17th October, 1881.

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Hongkong, 1st October, 1881.

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AND TO

H.H.H. THE GRAND DUKE ALEXIS OF RUSSIA.

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Notice to Advertisers.
Advertisements and Subscriptions which are not
ordered for a fixed period will be continued until
contrmanded.

THE
Hongkong Telegraph.

HONGKONG, 28TH OCTOBER, 1881.

AFTER the fall of Chung-How, and the refusal of the Chinese Government to ratify the Treaty signed at Livadia, the further successive developments of the dispute between Russia and China were watched in England with intense interest. A war, in which the vast commercial interests of England in these regions would be imperilled, seemed imminent. Preparations for the impending struggle were made by both parties, and it seemed impossible to forestall in what part of China from the Pacific Ocean to the deserts of Central Asia, the first blow would fall. Korea also seemed to be in danger, and the English people could not regard with equanimity the acquisition by Russia of this peninsula, with its fine harbours, at least on one of which (Port Lazareff) she is known to have cast longing eyes. The first feeling, therefore, when news of the successful result of Tseng's mission arrived, was one of relief and pleasure that a war, with its inevitable consequences of further aggrandisement to Russia, had been averted. Between the conclusion of the Treaty and its ratification, however, the public had time for cool reflection, and the result has been a certain feeling of distrust that all has not been disclosed, that there is something behind which moved the Russians to deal so gently with the Chinese, and which, whatever it is, cannot be much to the advantage of the other Powers having treaties with China, and more especially of Great Britain.

In the following article we propose briefly summarising the views of the leading organs of the English Press on this subject. A study of cool public opinion at home on some of the questions which agitate us in the East, is sometimes as refreshing to the mind as a sea-bath is to the body. The *Times* regards the Treaty as the result of the dogged persistency of Chinese diplomacy, as well as of their victorious campaigns in Central Asia. The moral or political reasons which induced Russia to abandon territory which she had held for ten years cannot have been slight. These reasons it finds in the constantly reiterated desire of Russia for a monopoly of the trade of China. This has been expressed with singular unanimity and consistency from the autocratic edicts of Peter the Great down to writings of Professors Gregorieff and Martins. All the clauses of the present Treaty, after the restoration of Kuldja is provided for, deal with trade and commercial regulations. A second point of passage is granted through the Great Wall, although,

as the caravans cannot go farther than Soochow, and this is situated in a barren region, the concession does not seem of great value. Russia is known to have designs on part off Corea, and it is possible that a concession on one spot may secure an advantage in another. Attention also is drawn to the clause prohibiting opium, which was also inserted in a recent Treaty with the United States; "its special prohibition in these treaties may be indicative of an intention on the part of the Peking authorities to which the Government of India should show itself fully awake," even though neither Russia nor America export the drug. It warns the Chinese that they can only hope to maintain their authority in the territory by instituting an administration there which will compare not unfavourably with that of the Russians. The Chinese have recovered some portions of their territories by war, others by diplomatic skill; but it is only by evidence of their undoubted capacity to rule subject peoples that they will be able to retain them.

The *Globe* asks what will be the relations in the future between the two Powers, whose policy appears to have been so entirely reversed by the Treaty just ratified? Is this movement in Western China permanent or not, and what are the relations of the Chinese and Russians likely to be henceforth in Central Asia? This question is all the more interesting to ourselves, from the fact that China, as the Suzerain of Nepal, which geographically and politically belongs to India, is going to assert her claim to it by sending 15,000 troops to be present at the new Maharajah's coronation. Russia, it thinks, would never have given back the province had her hands been less full of complications with the Turkomans, with Persia, and with Turkey. She has vast political interests at stake in the Eastern question, and it is obviously sound policy on her part to keep on friendly terms with China, being a Power of such peculiar organisation that a war against her might drag on for years without being brought to a successful issue, during which Russia might lose her best chances in Europe. Her chief gain by the Treaty will be that she will be able to establish consuls, and trade freely in Kashgaria, for obtaining the exclusive control of the markets on which England expended so much money and diplomacy a few years ago. There are few points Russian political writers have insisted on of late years more strongly than the benefit that would accrue to Russia by free and unrestricted commerce with China. On her part, China will have to improve her administration very much of she desires to enjoy continued peaceful possession of Kashgaria and Kuldja. The tenure of her power in Central Asia really depends more upon good government than upon the forbearance and non-aggressiveness of Russia.

The *St. James's Gazette* thinks all the concessions made to Russia are most valuable: while the *Standard* thinks there must be something else behind. The *Spectator* regards the future of Corea as a question of the utmost importance, to England as well as China, and believes that the latter country would fight, as for its existence, against the seizure of the peninsula by Russia.

The clause respecting opium in the Russo-Chinese Treaty, has excited much mistrust of the ultimate policy of the Chinese in this question. Do they intend in thus inserting similar clauses in the Russian and American Treaties to leave England isolated in this matter, in order to be the more easily enabled to deal with her? Neither America nor Russia have anything to do with the opium trade. What, therefore, can be the object of obtaining a treaty engagement on the subject? These are questions eagerly asked by the English Press, but not satisfactorily answered.

Companions of Victoria Chapter are reminded that a Regular Convocation will be held this evening at nine o'clock precisely.

From *El Comercio* we learn that the American bark *Cheshire*, which arrived at Manila on the 10th inst. from Honolulu, reports having encountered two typhoons. The first was experienced on the 15th ultimo, and the other on the 15th inst., when she was obliged to cut away her foremast.

We learn that a flag will shortly be presented to Captain Hans Thomsen, of the ill-fated German steamer *Quinta*, by the charterers and Chinese passengers, as a mark of their respect, and high appreciation of his conduct during the late typhoon off the coast of Hainan, on the occasion of the loss of his vessel.

A Bazaar will be held this afternoon in the City Hall in aid of the Baxter Chinese Girl's School, which it is hoped will prove successful in raising funds for this useful and deserving institution. By permission of Colonel Geddes and Officers of the Royal Inniskilling Fusiliers the Band of the Regiment will be in attendance.

The steamship *Nelson*, Captain Thom, from Newcastle, N.S.W., Sept. 27th reports from 24th to 26th inst., had a hard gale and terrific sea from the N.W. and N. On the 14th the ship's carpenter jumped overboard and was drowned, and on the 17th a Chinese passenger died.

We are requested by the Secretary of St. Andrew's Ball Committee to announce that subscription lists for the ball are now awaiting signature at the Hongkong Club, the Victoria Dispensary, and at the stores of Messrs. G. Fawcett & Co., Messrs. Lane, Crawford & Co., Messrs. MacLellan, Frickel & Co., and Mr. John Noble.

We translate the following from the *Journal des Colonies*:—A subscription has been opened at Guernsey, towards the erection of a statue to Victor Hugo there.—Aden was declared infected with cholera morbus from the 1st September, and the ports in the Gulf of Aden and Red Sea are considered to be infected with the same epidemic.—A criminal extradition convention is about to be realised between Spain and Mexico.—A brother of the King of Siam, with seven lads, belonging to noble families, arrived in Paris lately. They came to complete their studies in a first-class establishment.

Experience has again and again emphasised the importance of teaching our soldiers and sailors to learn to fire at moving objects rather than at stationary targets. In this army, I fancy that some mechanical contrivances have been devised having this object in view. In the navy this deficiency is at last being practically recognised—at least the carrying out of some experiments in the right direction has been officially approved. In connection with the principal gunnary ship, a model of a running man is being prepared, so that seamen may have the much-needed opportunity of regularly firing, by way of practice, at a moving object. The Admiralty will do the right thing if they order such models to be supplied to all the naval ports, and insist upon periodical reports of the results of the practice being presented.—"T.T." in *Truth*.

The decision of the Empress-Regent and the Emperor not to attend the funeral of the Empress of the East is now published officially in the *Gazette* of 1st October, which will appear in our columns in due course. The reasons assigned are the recent illness of the Empress-Regent, and the reluctance of the Emperor to leave Her Majesty alone. The Emperor seems at first to have been equally reluctant to omit paying the last token of filial affection at the tomb of the deceased lady, and much experienced 'disquiet' at the idea, but on receiving a 'command' from the Empress-Regent, informing him that he was still young in years, and that it would greatly distress her motherly mind were he to proceed on a long journey with pent-up grief in his heart, His Majesty ventured no longer to entertain his original intention. The reason with which their Majesties are generally credited in Peking is, however, a very different one.—*N. O. Daily News*.

The steamship *Gaelic* came round from Aberdeen docks late last evening. H.M.S. *Comus* has gone over to the Cosmopolitan Dock this forenoon.

Those of our readers with a prelection for Chemistry would have had an opportunity last night of gratifying the same by a promenade along the Praya West of Peddar's Wharf. The exhalations from a grated opening reminded one rather forcibly of sulphuretted hydrogen, inducing doubt as to the ozone properties of the atmosphere of Hongkong.

The American bark *Hawari*, Captain Pray, from Newcastle, N.S.W. arrived here to-day, and reports bad weather throughout the voyage, and having been struck by lightning on Sept. 8th. Had strong winds and squally weather through the Bashee Channel, and a N.E. gale until close to the Pratas Shoal, when wind hauled to North, blowing a hurricane; was consequently driven to leeward of Hongkong, and had been seven days beating up.

The East Asiatic section, which has been amalgamated with the Archaeological, listened to a paper on "Traces of International Law in China," by Dr. Martin, and inspected paper impressions of Old Chinese monuments from the tombs of the Wu family made by Mr. Boshell. Then followed a free discussion between Messrs. Hunfalvy, Steintal, and Donner, and, after some remarks of the President, Professor von der Gabelentz, on his "Chinese Grammar," the meeting broke up.—*L. & O. Express*.

A contract has been entered into with Messrs. A. and J. Inglis, of Glasgow, for a new fast-river steamer, intended to ply on the Canton river. She will be a paddle boat, similar to those now working in those waters, and wholly built of steel. Her dimensions are 271 long, 38 breadth, and about 13½ depth. The vessel will be of the highest class in very respect, and fitted in the customary elegant style of American river boats. She is intended to steam over fifteen knots an hour on a draught of eight feet of water, and to accommodate comfortably a large number of native passengers. It is expected that the boat will get about early next year, and join the line of the Hongkong, Canton, and Macao Steamboat Company during next summer.—*L. & O. Express*.

Mr. R. G. Alford has issued an express inviting all persons who desire to inspect the working of Telephones, (he designates them valuable instruments) to call at his office, No. 12, Queen's Road Central (over Messrs. Heppermann, Herbst & Co.'s store), whence a line extends to Messrs. MacEwen, Frickel & Co.'s office. Instruments similar to that exhibited and wires connecting the offices of all subscribers with each other through a Central Station, it is stated, will be provided and kept in order at the following rates:—Under half mile, \$10 per month; over half mile and under one mile, \$15 per month. Private lines and longer distances by special arrangement. All further information may be obtained on application to Mr. Alford. There may possibly be some sense or utility in the proposed telephonic communication through a central station, but as we are unable to see it, we prefer remaining sceptical for the present.

A vacancy on the active list of captains in the Royal Navy is caused by the death of Captain Thomas Moore Mugany, R.N., at Brighton, on Sept. 5. The deceased, who entered the navy in 1851, served in the Baltic during the Russian war, and in the *Humbal* and *London* at the naval operations against Sebastopol in 1855. As a mate he had served in the Naval Brigade of the *Pearl* during the Indian Mutiny, and was specially mentioned in despatches for his services in action at Thamevlee and Kurraah. He was third lieutenant of the *St. George* in the Mediterranean from 1860 to 1863, and was afterwards employed on the China station in the *Princess Charlotte*. His promotion to commander was gazetted in 1867. He was subsequently on duty as inspecting commander of the Coast-guard at Brighton, and was promoted to the captain's list in Dec. 1878. The deceased had received the Baltic, Crimean, Turkish, and Indian Mutiny medals.

A correspondent writes:—The principles which guide or govern journalism in this Colony are, apparently, rather lax—"elastic" would, perhaps, be the more appropriate term. In accordance with the usages of the Press, a mistake must be either atoned or explained—a rule dictated by both equity and courtesy—non-adherence to which can only result in curtailing the liberty it claims, reducing its power for good, and bringing the vanquished "fourth estate of the realm" into ridicule and contempt.

We hear that just before Liu Kun-yi was recalled from his Vicereignty at Nanking, he ordered machines from Europe for the dredging of the Woonung Bar. Foreigners who have come in contact with the late Viceroy appear to have been very favourably impressed with him, and it is certain that while he was at Canton he was by no means an unpopular official. But it seems equally certain that there was something in the air of Nanking prejudicial to the full play of his good qualities. It will be interesting to hear how much truth there is in the report we give above.—*N. O. Daily News*.

Says the *St. James's Gazette*:—The repugnance of the Australian working men to the Chinaman in any form is shown by an incident in the recent elections in Victoria. Mr. Reid, who represented the Berry party in the Council, resigned his seat to oppose Sir Sir Bryan O'Loughlen's re-election. All the indications appeared to show that Mr. Reid would succeed. But, in a lucky moment, a friend of Sir Bryan O'Loughlen started the cry that Mr. Reid was an employer of Chinese labour. Inquiry proved that he had one Chinaman only in his service; and this one was fatal to his electoral prospects. Meanwhile, in New South Wales the legislation against the Chinese grows apace. A rule that no ship should bring by sea more than one Chinaman for every one hundred tons of cargo was thought insufficient. A poll-tax of £10 on each Chinaman landed was agreed to in addition; but this, too, did not satisfy the extreme section. As there was a party which would not consent to the absolute exclusion of the Chinese, Government hit upon the ingenious device of subjecting ships bringing Chinaman to indefinite quarantine. Anxiety for the public health was only the pretext for the rule; its real recommendation was that it would act as a vague, but perhaps on that account an effectual, deterrent to ship-pers of Chinese labour.

CRICKET.

OLD RESIDENTS V. NEW COMERS.

When the stumps were drawn on Wednesday evening the New Comers had concluded their first innings for a grand total of 134 runs, the Old Residents for the loss of one wicket (H. F. Whyte's) having totalled 42. Play was resumed yesterday by the two not out, Forbes and Dunman facing the bowling of Wilson and Bell Irving. A good stand was made, both batsmen hitting hard. After adding a dozen to his overnight score, a quartette of threes, Forbes was well taken by Friend off Bell Irving. Carpenter took the vacant wicket, and both batsmen getting well set, gave the fielders rare opportunities of showing their leather-hunting abilities. Bowling changes were tried in vain; Bennett, Friend, Clarke, Lane, and Lawford all having a turn with the ball. Carpenter, who had played a first-rate innings, eventually gave Clarke a chance off the stumps, which that smart felder cleverly availed himself of. The retiring batsman had scored 45, made up of three-fours, a brace of threes, four twos and singles. Three for 115. Neville, the next comer, failed to stay, the slow bowler finding his way to his wicket after he had scored a brace of singles. Travers joined Dunman, who had been playing correct cricket, and hitting very hard, and another determined stand was made, the bowling, which was a long way removed from anything like first-class form, being subjected to very severe usage. Irving at last got one past Dunman's bat, after the batsman had scored no less than 153 runs, composed of one six, two fives, six fours, twenty threes, eleven twos, and singles. Dunman gave one or two chances, but the innings was a very creditable one, although as stated above the bowling was unusually weak. Five for 258. Wodehouse

CHAIR AND BOAT HIRE.

Legalised Tariff of Fares for Chairs, Chair Bearers, and Boats, in the Colony of Hongkong.

CHAIRS AND ORDINARY PULLAWAY BOATS.
Half hour, 10 cents.
Hour, 20 "
Three hours, 50 "
Six hours, 70 "
Day of 12 hours, One Dollar.

To VICTORIA PEAK.
Single Trip.

Four Coolies, \$1.00
Three Coolies, 0.85
Two Coolies, 0.70
Return (direct or by Pok-foo-lum).
Four Coolies, \$1.50
Three Coolies, 1.20
Two Coolies, 1.00

To VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT).
Single Trip.

Four Coolies, 60 cents.
Three Coolies, 50 "
Two Coolies, 40 "
Return (direct or by Pok-foo-lum).
Four Coolies, \$1.00
Three Coolies, 0.85
Two Coolies, 0.70
The return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip } Peak, ... \$0.75 each Coolie.
(12 hours) } Gap, ... \$0.60 each Coolie

Licensed Bearers (each).

Hour, 10 cents.
Half day, 35 "
Day, 50 "

BOAT AND COOLIE HIRE.

1st Class Cargo Boat of 800 or 900 piculs, per day, \$3.00
1st Class Cargo Boat of 800 or 900 piculs, per Load, \$2.00
2nd Class Cargo Boat of 600 piculs, per day, \$2.50
2nd Class Cargo Boat of 600 piculs, per Load, \$1.75
3rd Class Cargo Boat or Hakau Boat of 300 piculs, per day, \$1.50
3rd Class Cargo Boat or Hakau Boat of 300 piculs, per Load, \$1.00
3rd Class Cargo Boat or Hakau Boat of 300 piculs, per Half day, \$0.50

SAMPANS.

or Pullaway Boats, per day, \$1.00
" One Hour, \$0.20
" Half-an-hour \$0.10
After 6 P.M., 10 cents extra.
Nothing in this Scale prevents private agreements.

STREET COOLIES.

Scales of Hire for Street Coolies.
One Day 33 cents.
Half Day 20 "
Three Hours 10 "
One Hour 5 "
Half Hour 3 "
Nothing in the above Scale is to affect private agreements.

For Sale.

FOR SALE.

ANGLO-CHINESE CALENDAR FOR 1881.

NEATLY PRINTED ON CARD BOARD.
PRICE:—10 cents.
DE SOUZA & Co.

FOR SALE.

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen.—Price 50 cents.
DE SOUZA & Co.

Hongkong, 28th June, 1881.

JUST RECEIVED.

A SELECTED ASSORTMENT of MENU CARDS, SEAT CARDS, VISITING CARDS.

Apply to
DE SOUZA & Co.

FOR SALE.

A TABLE

Showing the mean time of Rising and Setting of the Sun calculated for the Latitude of Hongkong or any other Latitude if required.

PRICE:—20 cents.
DE SOUZA & Co.

For Sale.

FOR SALE CHEAP.

A First Class PONY PHAETON by Lenny of Croydon.
Apply to

M. A.
The "Hongkong Telegraph" office.
Hongkong, 24th June, 1881

FOR SALE.

A AUSTRALIAN WINES, PORT AND SHERRY, of the finest quality, from Coolatta Vineyard, Brunxton, Hunter River, N.S.W.

Apply to
R. FRASER-SMITH,
Club Chambers.

FOR SALE CHEAP.

BOWLING ALLEYS.

WITH BALLS, PINS, &c., Complete.
The Alleys are 79 feet in length, and were laid down about a year ago at a cost of over \$600. They have seldom been played on, and are in splendid condition.

Will be sold a bargain.

Apply to

R. FRASER-SMITH,
Club Chambers.
Hongkong, 1st July, 1881.

FOR SALE.

MERCHANTILE DIRECTORY of the World, in 3 volumes, comprising the Continental, Foreign and British Portions \$25.00

Select Phrases in the Canton Language 0.50

First Book of Reading Lessons: Part I 0.50
Part II 1.00

Dr. James Butler's Catechism 0.25
Topography of China 1.00

Guia do Christiano 1.00
Grammatica Nacional de Anleto 0.75

Laws of Lawn Tennis 0.50
Manual da Historia Sagrada 0.40

Introdução a Lingua Inglesa, com um Dicionario de Vocabulos 0.60

Ball Room Guide 1.00
Grammatica da lingua Inglesa 0.50

Encyclopedia Elementar 1.00
Resoum da Lingua Franceza, Coordenados por J. F. de Gouvea 0.20

Os Dez Dias de S. Francisco Xavier ou devoção de Dez Sexta Feiras, offerecida aos devotos do Grande Apostolo do Oriente por J. F. Gouvea 0.20

Evidence of the Affinity of the Polynesian and American Indians with the Chinese and other nations of Asia 1.00

The Devout of the Seven Hours of our Blessed Lady by the Rev. Antonio Pereira, S. J., Translated by Rev. W. Palgrave, S. J. 0.20

The Student of Jesus Christ by Rev. Antonio Pereira, S. J. 0.50

O Jardim Alma: 0.25

Sketch 0.40

Half-bound 0.50

Descrição do Imperio da China, precedida de algumas noticias sobre os Conventos de S. Francisco e de Sta. Clara em Macao: excerpto do Vergel de Plantas e Flores da provincia da Madre de Deus dos capuchos reformados, composto pelo Padre Mestre Fr. Jacinto de Deus, Leite de Theologia, Primeiro Padre da mesma Provincia, ex-Commissario Geral e Deputado do Santo Officio da Inquisição do Goa na India Oriental 2.00

DE SOUZA & Co.

Hongkong, 15th June 1881.

R. FRASER-SMITH,

PUBLIC ACCOUNTANT,

ARBITRATOR,

AND

COMMISSION AGENT.

CLUB CHAMBERS, HONGKONG.

NEW DIRECTORY FOR THE FAR EAST.

A NEW DIRECTORY FOR CHINA, JAPAN, AND THE PHILIPPINES,

FOR THE YEAR 1882,

WILL BE PUBLISHED,

PRICE TWO DOLLARS,

ENTITLED

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST."

THE above work will be published on the 1st of January next, at the office of this Paper, and will contain a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Ports, including Formosa; the Treaty Ports of China and Japan; the Philippine Islands; the British Colony of Hongkong; and the Portuguese Colony of Macao. The work will also contain the Principal Treaties between European countries and the United States and the countries East of the Straits, together with conditions of Trade, and the Port, Customs, Consular and Harbour Regulations for the Ports of China and Japan; and a description of the Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs, and other reliable sources.

The various Governments and Municipal Corporations will be applied to for information, and all Public Bodies and Companies, Bankers, Merchants, Consuls, and Professional and other Residents, will supply the necessary matter to ensure correctness upon forms sent for that purpose. The Naval and Military portions will be taken from the latest published official lists and revised at Head-quarters; in fact no pains will be spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a perfectly reliable

vade mecum. It is intended to make this work a medium for Advertisers at a cheap rate, and the charge for Advertisements will be

\$10 per page in Hongkong, and \$12 at Outports. The size of the Page will be SEVEN INCHES AND A HALF LONG by FOUR INCHES AND THREE-QUARTERS; this space will admit of a large quantity of matter, and all Advertisements will be tastefully and prominently displayed.

Blocks of any description will be inserted, but these must not exceed the above dimensions. "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" will, in order that it may circulate extensively outside this Colony, be published at a POPULAR PRICE, and can be ordered at this Office or obtained from the Agents (list to be hereafter published) for

TWO DOLLARS.

There is not space in the compass of an ordinary advertisement to detail all the mass of information it is intended to introduce into the work, but it may be fairly asserted that no such Directory has ever been published either in Hongkong, or any other part of the East, at the price.

"Telegraph" Office, Hongkong, October 1st, 1881.

SHIPPING IN HONGKONG HARBOUR.

Exclusive of late arrivals and departures this morning.

In this table the anchorage of Hongkong Harbour is divided, for purposes of reference, into five sections:—No. 1 extending from Green Island to the P. and O. Company's Wharf; No. 2 from the P. & O. Company's Wharf to the Canton and Macao Steamboat Co.'s Wharf; No. 3 from the Canton and Macao Steamboat Co.'s Wharf to the Government Wharf; No. 4 from the Government Wharf to the Wanchai Pier; and No. 5 from the Wanchai Pier to Kellett's Island.

Vessels.	Section.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.
Steamers.						
Anger Head	3 Oct.	7 Roper	British	1299	D. Lapraik & Co.	
Atlanta	2 Oct.	24 Pfeaff	German	717	Siemssen & Co.	
Avoca.	2 Oct.	25 Hassall	British	904	P. & O. S. N. Co.	
Cheang Hook Kian	1 Oct.	27 F. Webb	British	956	Bun Hin & Co.	
Chinkiang	3 Oct.	27 Orr	British	799	Siemssen & Co.	
Conquest	† Sept.	28 Hamlin	British	318	Shun Hang Hong.	
Devonshire	4 Oct.	24 Pervis	British	1513	Russell & Co.	
Emuy	3 Oct.	27 Antusar	Spanish	222	Remedies & Co.	
Gaelic	† Oct.	19 Kidley	British	1712	O. & O. S. S. Co.	
Hainan	2 Oct.	27 J. Speechly	British	278	Afong & Co.	
Himalaya	2 Oct.	27 Beedle	British	514	Tung Kee & Co.	
Japan	* Oct.	6 Gardner	British	1865	D. Sassoon, Sons & Co.	
Joloano	3 Oct.	11 Marquez	Spanish	654	R. Mourante.	
Kang-ohi	3 Oct.	27 Marsden	Chinese	688	C. M. S. N. Co.	
Kiang-ping	3 Oct.	19 Holms	Chinese	392	C. M. S. N. Co.	
Kiang-chow	2 Oct.	10 A. Love	Chinese	169	Chinese.	
Kwangtung	3 Oct.	25 M. Young	British	674	D. Lapraik & Co.	
Lido	2 Oct.	27 Puddicombe	British	630	Adamson, Bell & Co.	
Miramar	3 Oct.	27 Clarke	British	880	Butterfield & Swire.	
Ocean	2 Sept.	11 Webber	British	1039	Geo. R. Stevens & Co.	
Ping-on	3 Oct.	28 McCaslin	British	574	Russell & Co.	
Plainmeller	2 Oct.	27 McKenzie.	British	1195	Bun Hin & Co.	
Rajanattianuhar.	2 Sept.	21 Hopkins	British	933	Yuen Fat Hong.	
Sea Gull	4 —	Hayden	American	48	China Traders Co.	
Shun-on	2 Oct.	25 Plumenberg	Annamese	136	Shun Wo Yuen	
Shun Tip	3 July	7 Man Fu	Annamese	93	Captain.	
Takasago Maru	3 Oct.	23 O. Young	Japanese	1230	M. B. M. S. S. Co.	
Yangtze	* Sept.	30 Schultze.	British	782	Siemssen & Co.	
Yee-Pay.	3 July	7 Lee Tung Tuk	Annamese	1200	Captain.	

* Kowloon Dock. † Cosmopolitan Dock. ‡ Aberdeen Dock. ** Patent Slip.

Sailing Vessels.

Adele	4 Oct.	18 Logemann	Ger. bark	1132	Melchers & Co.
Alva	2 Aug.	14 L. de Souza	Port. ship	632	Brandao & Co.
Brema	3 Oct.	23 Timpe	Ger. bark	366	Wieler & Co.
B. H. Sternken	2 Oct.	18 J. Meyer	Ger. brig	235	Melchers & Co.
Citadel	3 Oct.	19 Stewart	Br. 3-mast	245	Kong Kee.
Clara	3 July	20 Cutler	Brit. bark	939	Vogel & Co.
Daniel Barnes	3 July	22 J. G. Stover	Amer. ship	1485	Vogel & Co.
Dharwar	4 Oct.	21 Hutchins	Brit. ship	1300	Gibb, Livingston & Co.
Edmond Phinney	5 Sept.	14 J. Berry	Amer. bark	751	Carlowitz & Co.
Ellen	3 Oct.	19 Hodge	Brit. bark	499	Ghee Aik Hong.
Elvira Dorale	1 Sept.	9 Pimentel	Hawai. sh.	1363	Captain.
Esperance	3 Oct.	19 Normant	Fren. bark	272	Carlowitz & Co.
F. de Lesseps	4 Oct.	16 Matelet	Fren. bark	480	Carlowitz & Co.
Gustav	4 Oct.	18 Raben	Ger. bark	656	Siemssen & Co.
Gustav & Oscar	1 Sept.	16 Hartmann	Ger. ship	1352	Captain.
Howard	4 Oct.	28 Samuel Pray	Amer. bark	1033	Captain.
Helicon	5 Oct.	5 Howe	Amer. ship	1199	Captain.
Hindustan	** Sept.	10 Belyea	Brit. ship	1547	Captain.
Hope	4 Oct.	7 Curty	Amer. ship	737	D. Lapraik & Co.
Iceberg	4 Sept.	24 C. F. King	Amer. ship	1177	Siemssen & Co.
Kassa	2 Oct.	23 Brown	Brit. bark	312	Chinese.
Kim Soon Hoat	1 Aug.	16 P. Beng	Siam. bark	208	Chinese.
Laurens	4 Oct.	7 A. Snow	Amer. ship	808	Melchers & Co.
Lizzie C. Troop	4 Oct.	17 D. W. Oorning	Amer. ship	1391	Captain.
Mario Alfred	3 Oct.	19 Bregson	Fren. bark	308	Chinese.
Mary L. Stone	3 Sept.	5 A. D. Field	Amer. ship	1458	Russell & Co.
McNear	4 Oct.	21 Taylor	Amer. ship	1255	Captain.
Morning Star	3 —	Michaelson	Siam. bark	670	Chinese.
Phoenix	1 Oct.	7 F. Gruff	Ger. bark	683	Arnhold, Karberg & Co.
Prudencia	2 Sept.	10 Duddrichsen	Ger. bark	864	Carlowitz & Co.
Rambler	4 Oct.	7 Watson	Amer. bark	1018	Arnhold, Karberg & Co.
Regulus	4 Oct.	17 S. Meyer	Ger. ship	1145	Melchers & Co.
R. Robinson	5 Sept.	14 Smith	Amer. ship	1552	Jardine, Matheson & Co.
Spartan	5 Feb.	6 Vincent	Amer. schr.	81	W. H. Bay.
Souvenir	4 Oct.	16 Williams	Brit. bark	482	Captain.
Star of India	2 Aug.	19 H. D. Roe	Brit. bark	1040	Vogel & Co.
Stonewall Jackson	4 Sept.	16 Swain	Amer. bark	1102	Russell & Co.
Syren	2 Oct.	5 Braun	Amer. ship	875	D. Lapraik & Co.
Tartar	2 Oct.	22 Kaomona	Ger. brig	256	Melchers & Co.
The Tweed	2 Aug.	8 J. M. Whyte	Brit. bark	1745	Arnhold, Karberg & Co.
Titan	5 Sept.	22 O. M. Norris	Amer. ship	1229	Geo. R. Stevens & Co.
Twilight	5 Sept.	27 Westland	Amer. ship	1303	Arnhold, Karberg & Co.
Velocity	2 Oct.	23 R. Martin	Brit. bark	490	Pastar & Co.
Wagrien	2 Aug.	26 Dibbern	Ger. schr.	179	Captain.
Waga	5 Oct.	5 A. Leopold	Ger. ship	1115	Melchers & Co.
Wrecker	4 Oct.	13 Henderson	Am. lorch	55	Captain.

* Cosmopolitan Dock. ** Kowloon Dock. † Aberdeen Dock. ‡ Patent Slip.

RIVER STEAMERS.

Vessels.	Captain.	Flag.	Tons.	Owners or Agents.
Iohang	J. Ogston	British	700	Butterfield & Swire.
Kiu-Kiang	T. Benning	British	1061	H. O. & Macao Steam-boat Co.
Kiang-ping	A. G. Carey	Chinese	360	Ohida-Merohant S. S. Co.
Powan	A. G. Carey	British	1890	H. O. & Macao Steam-boat Co.
Spark	Lefavour	British	140	H. O. & Macao Steam-boat Co.
White Cloud	Hoyland	British	652	H. O. & Macao Steam-boat Co.
Yotsai	McDougall	British	250	Kwok Achieng & Sons.